

Southern California Association of Governments

2002 Annual Report



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VENTURA COUNTY TRANSPORTATION COMMISSION

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MISSION STATEMENT

Leadership

Vision

Progress

Leadership, vision and **progress**, which promote economic growth, personal well-being, and livable communities for all Southern Californians.

The Association will accomplish this Mission by:

- ▲ Developing long-range regional plans and strategies that provide for efficient movement of people, goods and information; enhance economic growth and international trade; and improve the environment and quality of life.
- ▲ Providing quality information services and analysis for the region.
- ▲ Using an inclusive decision-making process that resolves conflicts and encourages trust.
- ▲ Creating an educational and work environment that cultivates creativity, initiative, and opportunity.

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about scag

SCAG is the Metropolitan Planning Organization (MPO) for the six-county Southern California region, the nation's largest metropolitan area. Through SCAG, city and county governments throughout Southern California come together to devise solutions to their common problems in the areas of transportation, housing, air quality, waste management and other regional issues. SCAG also acts as an information clearinghouse, providing cities and counties a wide array of demographics, forecasting, mapping and other regional statistics and data.

Decision-making occurs through SCAG's Regional Council, a governing body composed of 74 city and county elected officials and transportation commissioners. SCAG's policymaking process is guided by the work of three policy committees (Transportation and Communications; Community, Economic and Housing Development; Energy and Environment); and its operations are governed by the Administration Committee. The agency also works in close partnership with its federal and state funding partners

(Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, California Department of Transportation, etc.) as well as with fourteen subregional Councils of Government (COGs) that represent SCAG's member cities and counties.

During 2002, SCAG was very pleased to welcome the additions of several cities to its roster of member jurisdictions, including the cities of Garden Grove, Santa Fe Springs, Hawthorne, La Puente, Sierra Madre and Hesperia. This now brings its total to 166 member cities in the 188-city Southern California region.

SCAG relies on input from its constituent members, community leaders, and the Southern California citizenry. It also employs a staff of professional planners, modelers and policy analysts who examine the region's problems and work to solve them before they become unmanageable.



Six County SCAG Region

LOOKING BACK & FORGING AHEAD



Dear Friends and Colleagues:

Welcome to SCAG's 2002 Annual Report. Within these pages we will highlight some of our efforts over the last year to help maintain and improve the quality of life in SCAG's six-county Southern California region.

Southern California's 188 cities are as diverse in their needs as their residents and businesses. But no matter how many differences Southern Californians have, those of us involved with the work of SCAG over the years recognize that we have many more goals in common. In the interest of future generations, we have started to help change the way that local planning decisions are made by providing a regional perspective to those decisions, by focusing on the "big picture" and by helping our region collectively define what we want Southern California to look like in 25 years.

One thing is for certain – our population will continue to grow. More than 23 million residents are expected to live in Southern California by 2025. Because this tremendous growth will have impacts that transcend city and county borders, we must plan regionally to address these issues. Decisions made about the future of one local community have increasing consequences on other communities, whether it's the town next door or one hundreds of miles away.

In addition, we must start exploring the interconnectedness of traffic, housing, air quality, land use and other planning issues. Without proper planning our transportation network will shut down in gridlock. Housing will become even more difficult to afford, causing people to move farther and farther away from the region's job centers and developing our ever-dwindling open space and other environmental jewels. This will only bring longer commutes, once again worsening traffic congestion and air quality.

In response, SCAG is moving forward with an unprecedented growth visioning effort that recognizes

the complex interconnections between the communities that make up Southern California. This unique program, named Southern California COMPASS, also recognizes that the availability of affordable housing, accessible transportation, and air quality are all pieces of the same puzzle, and that each piece needs to be in place in order to see the whole picture.

Through the COMPASS program, SCAG hopes to create a new regional dialogue about our common goals and to create an ongoing planning process that responds to both local and regional priorities.

Just as our region and our nation have faced numerous and complex issues in recent times, SCAG has faced obstacles and overcome challenges recently. We have implemented a comprehensive Best Practices program involving multiple improvements to insure that the agency can more efficiently handle Southern California's increasingly complex planning needs. We are pursuing a program in both Washington and Sacramento to insure that we have the resources to meet those planning needs. We have developed a strategic plan to guide our governance and operational efforts in the coming years. Finally, we are implementing a new communications strategy that will help elected officials, stakeholders and the public to better understand the importance of SCAG's work and to participate actively in our various initiatives.

There are many milestones to meet in the coming year. Our hard work now will pay off in the future when we leave behind a flourishing region that our children and grandchildren will be proud to call home.

Mark Pisano
Executive Director

SCAG HAS EMBARKED ON AN INNOVATIVE NEW
PUBLIC OUTREACH AND INVOLVEMENT CAMPAIGN...
TO CREATE A DIALOGUE AMONG SOUTHERN CALIFORNIA'S
16 MILLION RESIDENTS ABOUT WHAT THEY WANT
THE REGION TO BE LIKE IN 20 YEARS.

SOUTHERN CALIFORNIA compass

CHARTING A COURSE FOR A SUSTAINABLE future



Just as any of us cross city or county lines to work, shop or enjoy an afternoon at the beach, issues such as traffic congestion, pollution and energy shortages know no boundaries.

One of Southern California's biggest challenges will be how to accommodate projected population growth of about six million people over the next two decades in a manner that preserves our quality of life.

When SCAG's Growth Visioning for Sustaining a Livable Region Subcommittee began its work in July 2000, its members quickly realized that the impact of the pro-

jected population growth—about double the current population of Orange County—would necessitate an unprecedented effort of public engagement on the assortment of challenges facing our region collectively.

In the past year, SCAG has embarked on an innovative new public outreach and involvement campaign as part of its growth visioning program. The bold initiative—Southern California Compass—is designed to create a dialogue among Southern California's 16 million residents about what they want the region to be like in 20 years.

SCAG has developed a multi-pronged community outreach and public involvement campaign that will give residents, community

leaders and other stakeholders a voice and provide them with useful information about where we stand as a region and the types of challenges we will collectively face over the next few decades.

Southern California COMPASS will create a new framework for looking at all of the various planning decisions we face by gathering input from Southern Californians about what is important to them.

SCAG is employing a number of strategies to engage residents, business owners and other stakeholders in shaping our region's future, including:

- Public opinion surveys and focus groups to better understand current regional opinions on growth;



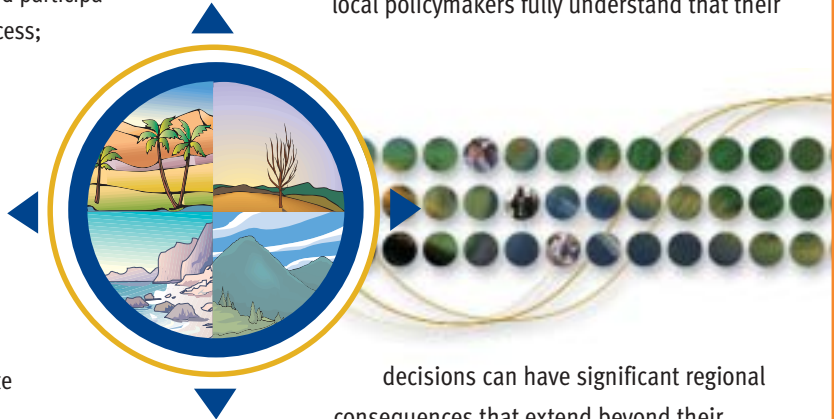
CHARTING A COURSE FOR A SUSTAINABLE FUTURE (CONTINUED)

- More than 20 interactive community workshops throughout Southern California, challenging participants to consider and discuss growth projections in their area and regionally. Hard-copy materials, visioning maps and computer imagery will be used to foster the dialogue;
- An innovative new Compass Web Center (www.socalcompass.org), including bulletin boards, webcasts, online surveys, workshop calendars and other opportunities for citizen interaction and participation in the Growth Visioning process;
- A toll-free Compass Hotline for interested citizens without Internet access;
- Regular Compass newsletters, brochures and other communications materials;
- Presentations and briefings with elected officials at the local, state and national levels;
- Active engagement of academic, environmental, transportation, land use and other key stakeholder communities;
- A specialized Speaker's Bureau program to bring COMPASS down to the neighborhood level; and
- A region-wide media outreach campaign to aggressively promote the COMPASS program to residents throughout Southern California and maximize community participation in outreach events.

The information gathered from community members throughout the region will be used to develop a

series of preliminary regional visioning scenarios. These "visions" will be compiled into a report, which will be available for review by the public and SCAG's Regional Council before a final "vision" is adopted in 2004.

Ultimately, SCAG hopes to produce a framework by which local decision-makers can gain a better understanding of Southern Californians' common hopes and dreams for their communities. SCAG's goal is to help local policymakers fully understand that their



decisions can have significant regional consequences that extend beyond their borders — from the cleanliness of the air we breathe to the amount of time we spend commuting each day.

If we fail as a regional community to begin planning now for how to accommodate this future growth, the Southern California that we leave to our children will be considerably less livable and less desirable a place than we have today.

For more information on how to get involved in Southern California Compass, SCAG's Growth Visioning Program, visit www.socalcompass.org, call 626/969-5599 or email info@socalcompass.org.



REVISING THE growth



FORECAST


SCAG is nearing completion of the development of five regional growth projections that will be moved forward for policy debate and will ultimately result in the formulation of the 2004 Regional Transportation Plan (RTP) Forecast. These projections include:

- **Trend Projection**—based on historical data, economic trends, and the regional demographic profile.
- **Local Input Projection**—a compilation of input received from more than 90% of the local jurisdictions in the region.
- **Technically Balanced Growth Projection**—with the Local Input as a base, this projection ensures reasonable relationships between population, employment and housing, using criteria approved by the Forecasting Technical Task Force (FTTF).
- **“COMPASS Scenario 1” and “COMPASS Scenario 2”**—alternative growth scenarios will be developed according to criteria approved by the Growth Visioning Subcommittee, designed to evaluate the relationship between land use policies and transportation investments.

The five projections are scheduled for review by SCAG technical and policy committees during March and April, and released for public review and input in May. SCAG also has developed an innovative process to carry the growth forecast to

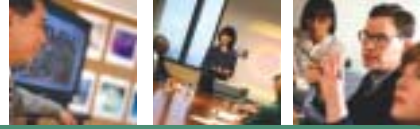
completion. The Planning for Integrated Land Use and Transportation (**PILUT**) process is an integrated strategy to more efficiently produce SCAG’s major planning products while making more effective use of limited resources. In addition to the revised **Regional Growth Forecast**, **PILUT** will result in the production of the **2004 RTP and Environmental Impact Report (EIR)**; and updated **Regional Comprehensive Plan and Guide**. A final Regional Growth Forecast is scheduled for adoption in April 2004.



A low-angle, upward-looking photograph of a group of people in business attire. Their hands are reaching up and touching a large, bright yellow globe with green landmasses. The background is a clear blue sky. The image is framed by a white border with rounded corners.

THE NEW STRATEGIC PLAN FOCUSES ON MECHANISMS
SCAG CAN IMPLEMENT TO FURTHER THE
COLLABORATIVE REGIONAL PLANNING PROCESS...

strategic



PLAN

Individuals often view a new year as a time for reflection and making resolutions. SCAG has been undergoing a similar process. It formed a Strategic Plan Task Force to review the agency's governance and operations and develop recommendations for how the organization might more efficiently address the region's increasingly complex planning challenges in the next decade. In June, the Task Force presented its recommendations to the Regional Council.

- Develop a comprehensive short-term (one-year) Business Plan and long-term (three-year) Fiscal Plan to ensure SCAG's fiscal independence and stability.
- Cultivate relationships with county transportation commissions in the SCAG region to create an annual work program that furthers the objectives of each agency.
- Seek legislation enabling SCAG to develop a package of revenue mechanisms and strategies to finance major regional projects.
- Establish a Regional/Subregional Relations Task Force to facilitate the development and ensure the effectiveness of subregional organizations.

SCAG's original strategic plan was prepared by the Intra-Regional Relations Task Force in 1990 to enhance SCAG's long-term effectiveness as a regional governing body. Its implementation included significant expansion of the Regional Council, creation of the subregions, and development of the Regional Comprehensive Plan and Guide to help local agencies achieve regional planning goals.

The new Strategic Plan focuses on mechanisms SCAG can implement to further the collaborative regional planning and to continue monitoring and supporting projects that the agency conceptualized and "incubated" after they become a reality. The following are just a few of the recommendations included in the Strategic Plan:

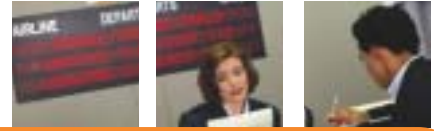
- Assign a full-time staff person to manage inter-agency relations and programs, with particular emphasis on subregional organizations.
- Initiate regular meetings between the Regional Council and its neighboring regional governing boards and relevant state agencies.
- Create a Native American Tribal Council Advisory Board to serve as a standing advisory body to the Regional Council.
- Create a management framework that will allow the Regional Council to monitor the evolution of an incubator project that has spun off into an independent implementing agency in order to ensure that its continued development is consistent with the policies adopted by the Regional Council.



THE CAPACITY OF SOUTHERN CALIFORNIA'S CURRENT AIRPORT SYSTEM WILL FALL SIGNIFICANTLY SHORT IN TERMS OF MEETING FUTURE DEMAND.



for flight



According to SCAG's 2001 Regional Aviation Strategy, by 2025, up to 167 million passengers each year may be using Southern California airports, doubling the 82 million recorded in 2001. Similarly, regional air cargo demand is expected to triple, reaching 9.5 million tons each year. However, the capacity of the region's current airport system will fall significantly short in terms of meeting that future demand. Without major improvements to existing infrastructure, additional strains also will be placed on the region's surface transportation. To address these daunting challenges, SCAG reconvened its Aviation Task Force in September, charging it with updating SCAG's 2001 Regional Aviation Strategy, which was adopted in April 2001, to accommodate changes in passenger growth projections, airport security regulations, and local policy changes.

SCAG's Aviation Task Force, composed of a diverse body of Southern California local elected officials, airport managers, and airline industry leaders, will also examine costs and other implementation issues of the strategy, as well as airspace constraints and other factors that could impact future development of the regional airport system.

SCAG's strategy recommended developing a decentralized airport system that provides for a fair distribution of commercial aviation demand throughout Southern California, ensuring that no community bears a disproportionate share of the environmental burden of regional aviation activity. Since adoption of the strategy, a number of recent developments affecting the regional airport system now must be analyzed to determine potential revisions to the strategy, including:

- The impact of September 11th, which depressed forecasts of passenger growth by approximately 5-10% and resulted in major financial setbacks for numerous airlines, limiting their ability to finance airport development.
- New terminal security requirements that may decrease capacity at certain airports.
- Los Angeles Mayor James Hahn's new Master Plan to modernize Los Angeles International Airport.
- Passage in Orange County of Measure W in March 2002, re-zoning the former El Toro Marine Corps Air Station for public parkland.
- March Joint Powers Authority's decision to market March Inland Port as an air cargo facility.
- Preliminary efforts to develop a new Master Plan for Ontario Airport.

Additionally, SCAG's Aviation Task Force launched a two-year regional airspace analysis to identify airspace issues and determine whether the Southern California airspace basin can accommodate the potential impacts associated with implementing the Regional Aviation Strategy. The analysis is unprecedented in scope, examining the entire Southern California airspace region with a long-range forecast through 2030.

Ultimately, the Task Force will develop and adopt an updated Regional Aviation Strategy as part of SCAG's 2004 Regional Transportation Plan (RTP), which is scheduled for adoption in spring 2004.




**ONE OF SOUTHERN CALIFORNIA'S BIGGEST
CHALLENGES WILL BE HOW TO ACCOMMODATE PROJECTED
POPULATION GROWTH OF ABOUT SIX MILLION PEOPLE OVER
THE NEXT TWO DECADES IN A MANNER THAT PRESERVES
OUR QUALITY OF LIFE.**





**THROUGH SCAG, CITY AND COUNTY
GOVERNMENTS THROUGHOUT SOUTHERN CALIFORNIA
COME TOGETHER TO DEVISE SOLUTIONS
TO THEIR COMMON PROBLEMS...**

A close-up, low-angle shot of a person with blonde hair looking through a bright yellow telescope. The person's face is partially visible in profile, and their hand is holding the telescope. The background is a clear blue sky with scattered white clouds. The entire image is framed by a white border with rounded corners.

*THE 2002 STATE OF THE REGION MEASURES
SOUTHERN CALIFORNIA'S PROGRESS ON THE SOCIAL, ECONOMIC
AND ENVIRONMENTAL CONDITIONS IN OUR REGION.*

the grade

FAILING TO MAKE



The quality of life in Southern California continues to slip in comparison with other major metropolitan regions, according to SCAG's 2002 State of the Region report. This annual "report card" grades Southern California based upon how well it is providing residents with safe neighborhoods, high-paying jobs, adequate and affordable housing, transportation mobility, education and air quality.

SCAG awarded the region D's in both mobility and education and a D+ in housing, placing Southern California at the risk of "potential failure." In other areas, the region ranked "average" (C) in income, a B- in air quality and "moderately well" (B) in employment and safety.

Slightly lower rankings from 2001 to 2002 in four of the seven categories—employment, housing, air quality and safety—called SCAG's attention to the need for immediate solutions. SCAG continues to work with local government leaders to develop regional approaches to these difficult, ongoing challenges.

The report points to many obstacles facing the region, including:

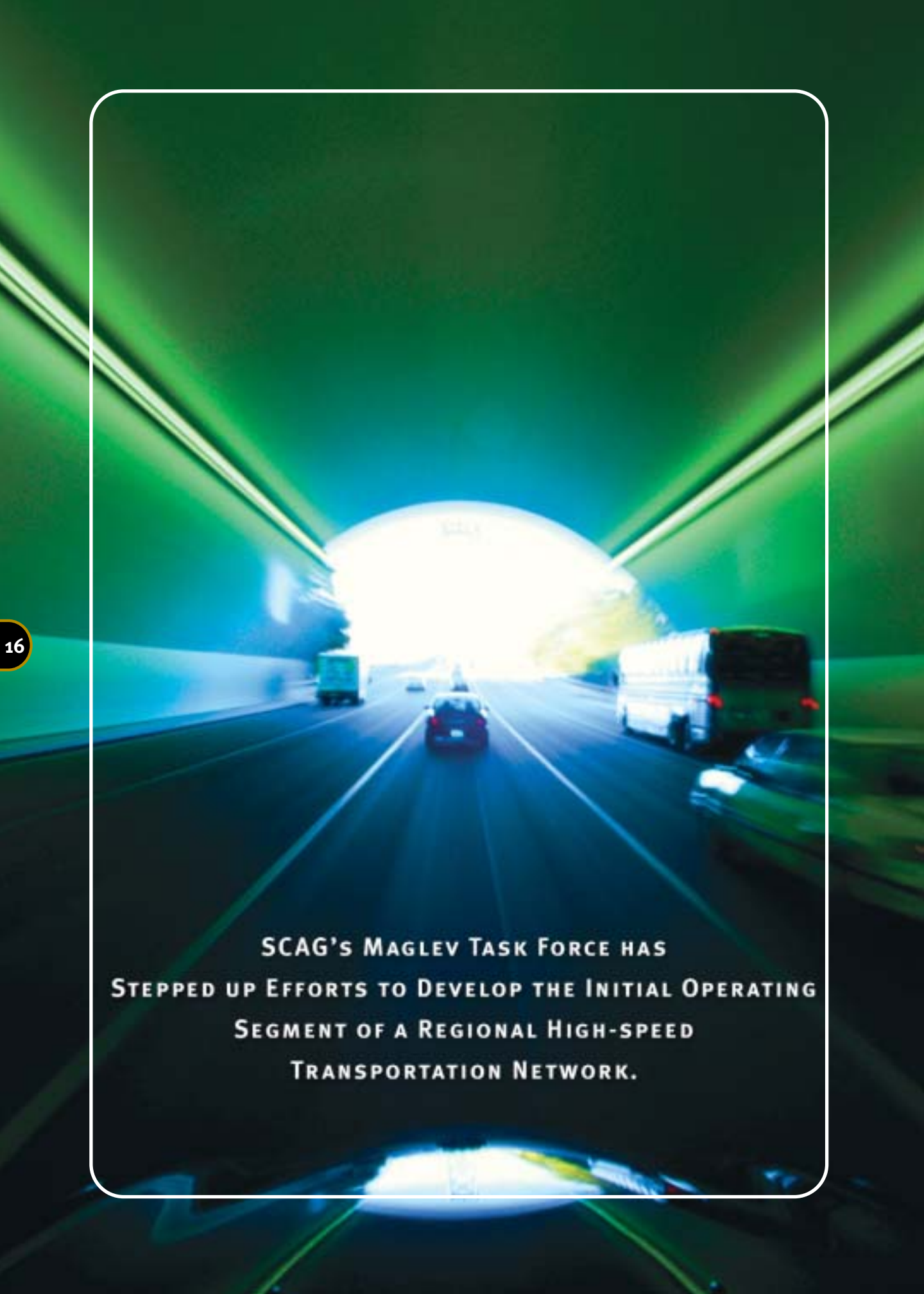
- An increase in the average commute time; from 26 to 29 minutes in the region, which remains the most congested region in the nation;
- A loss of 200,000 manufacturing jobs during the 1990's, a majority of which were well-paying, aerospace-related positions;
- A drop in the region's per capita income from fourth highest income among the

nation's 17 largest metropolitan regions in 1970 to 7th place in 1990 and 16th in 2000; and

- Rising rents and housing prices that force nearly 20% of Southern Californians to live in crowded housing.

Despite the bad news, the report did identify some positive trends, including a decrease in vehicle emissions resulting in less air pollution and the nation's highest carpooling rates. The region's economic base is becoming more diversified. In addition, the SCAG region remains one of the nation's most vital gateways for international trade, with the Ports of Los Angeles and Long Beach ranking second and third respectively, and Los Angeles International Airport ranking eighth.

To view the 2002 State of the Region report, visit SCAG's Web site at www.scag.ca.gov.

A perspective view of a multi-lane highway tunnel. The tunnel walls are smooth and light-colored, with overhead lighting fixtures. Several vehicles, including a white bus and a dark car, are visible driving away from the viewer towards a bright, circular exit at the end of the tunnel. The overall atmosphere is one of forward motion and modern infrastructure.

**SCAG'S MAGLEV TASK FORCE HAS
STEPPED UP EFFORTS TO DEVELOP THE INITIAL OPERATING
SEGMENT OF A REGIONAL HIGH-SPEED
TRANSPORTATION NETWORK.**

ON THE

fast track



WITH CALIFORNIA MAGLEV

SCAG's Maglev Task Force has stepped up efforts to develop the initial segment of a regional high-speed transportation network for Southern California. U.S. Senator Dianne Feinstein helped SCAG secure an additional \$1 million this year to allow the agency to continue investigating the possibility of building a high-speed regional transportation system based on magnetic levitation, known as "Maglev." In December, the agency selected the Initial Operating Segment (IOS) of what ultimately will become a 275-mile regional Maglev system.

Unlike traditional "steel wheel" rail systems, Maglev trains are propelled by powerful electro-magnets that allow the train to move effortlessly along an elevated guideway at speeds of up to 250 miles per hour. SCAG has been examining a regional high-speed network for several years and recently included a regional Maglev system in its 2001 Regional Transportation Plan, a comprehensive 20-year blueprint for Southern California's transportation network.

In the summer of 2002, SCAG began assessing several potential Maglev corridors with the goal of

selecting an IOS to focus its pre-deployment planning efforts. Each route was examined to determine its financial feasibility, ridership potential, environmental impacts, and how it would complement existing transportation alternatives. Ultimately, SCAG's Regional Council selected a 45-mile east-west route from West Los Angeles to Ontario Airport as the IOS while agreeing to further assess additional connections to LAX, the Inland Empire, Antelope Valley and Orange County.

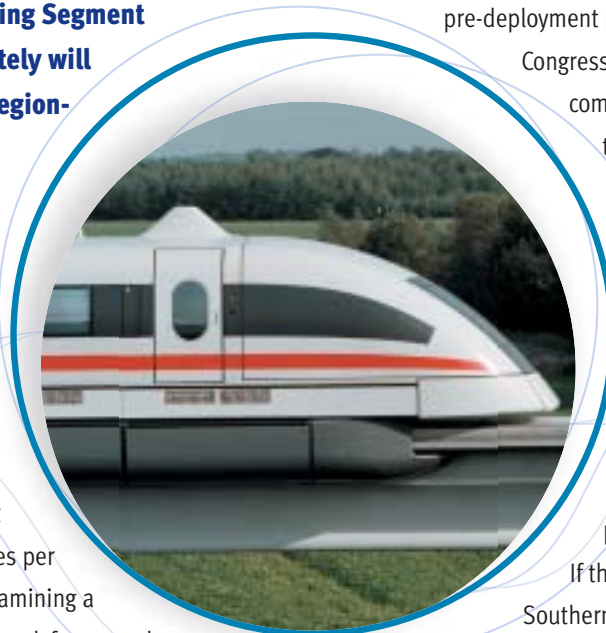
With the IOS selected, SCAG will now seek federal pre-deployment planning funds as

Congress begins debate on the comprehensive federal transportation measure known as TEA-3 in 2003.

Once the pre-deployment planning and environmental review are complete, construction of the new Maglev system will be undertaken by a unique public-private partnership.

If the current schedule holds, Southern Californians may be riding the state-of-the-art trains by the end of the decade.

For more information about the California Maglev Deployment Program, visit www.calmaglev.org, or contact Al Perdon at 310/871-1113 or albertperdon@albertperdon.com.



SOUTHERN CALIFORNIA WILL NEED AT LEAST
TWO MILLION NEW HOUSING UNITS BY 2025
TO ACCOMMODATE SIX MILLION
MORE RESIDENTS.



ADDRESSING THE

housing

crunch

More than 80 city council members and other local and state housing leaders came together in December to address ongoing housing challenges in Southern California during SCAG's 2002 Regional Housing Summit, held annually as part of SCAG's jobs and housing program under the Community, Economic and Human Development Committee.

Former U.S. Housing and Urban Development (HUD) Secretary Henry Cisneros, California Housing and Community Development Director Julie Bornstein, and State Assemblyman John Longville shared with Southland housing leaders their expert perspectives on the elements necessary to develop a successful regional housing agenda. Assemblyman Alan Lowenthal, chairman of the California Assembly's Committee on Housing and Human Development and last year's keynote speaker, returned as an attendee to contribute his perspective to the summit's discussions and take part in its interactive forums. Summit attendees also discussed housing challenges with local developers, planners and fellow housing leaders.



As a result of the summit's events, local leaders united around a series of potential legislative and other policy remedies to pursue in the coming year, including:

- Increased concern for the need to plan housing together with education, transportation, infrastructure, public health and other needs;
- Provide tax and other incentives to business and industry to help finance a housing trust fund;
- Support greater mixed-use and in-fill development, particularly in urban areas;
- Reduce unnecessary zoning restrictions that can add to housing costs; and
- Initiate a statewide public education campaign to promote housing as an economic stimulus.



A photograph showing a man in profile at a podium, speaking into a microphone. He is wearing a dark suit. In the background, a group of people, including a woman in a dark blazer and a man in a suit, are seated and listening. The image is framed with a white border.

SCAG RECOGNIZES THE IMPORTANCE OF IMPROVING
COMMUNICATION WITH ELECTED OFFICIALS,
LOCAL GOVERNMENTS, BUSINESS AND COMMUNITY
LEADERS AND THE SOUTHERN CALIFORNIA CITIZENRY.

communicating

WITH OUR REGION

With the many complex regional challenges facing Southern California, SCAG recognizes the importance of improving communication with elected officials, local governments, business and community leaders and the Southern California citizenry. In that vein, the agency has begun implementing a comprehensive new communications strategy to effectively communicate the importance of regional governance and cooperation with key stakeholders.

Among the highlights of SCAG's new communications strategy are:

- Policy fact sheets on the region's transportation, air quality, housing, water shortage and other regional challenges and on SCAG's programs such as Growth Visioning, Maglev and RTP.
- Regular presentations on SCAG's initiatives to subregional, business, environmental, academic and community-based organizations; low-income and minority populations; and Native American Tribal Councils and other stakeholders.
- Regular briefings to federal and state lawmakers on regional legislative and funding priorities.
- A new email communications program to Regional Council members that eventually will be expanded to policy committees,

subregional organizations and non-member elected officials throughout the region.

- A multi-faceted media outreach effort to increase awareness of SCAG and generate positive coverage of the agency's efforts, events and meetings.

For more information about SCAG's new communications strategy, contact Don Rhodes at 213/236-1840 or rhodes@scag.ca.gov.



BY TAKING A HARD LOOK AT ITSELF AND ITS OPERATIONS,
SCAG HAS SUCCESSFULLY DEVELOPED LONG-TERM STRATEGIES
AND SOLUTIONS THAT WILL ENHANCE THE WAY THE AGENCY
HELPS THE REGION MEET ITS PLANNING NEEDS...

IMPLEMENTING

best

practices



During 2002, SCAG continued its ongoing efforts to improve internal management, financial and accounting procedures to maximize the efficiency of its operations. The implementation of these "Best Practices" resulted from a vigorous process to review

the agency's internal procedures and develop long-term improvements to various aspects of its operations.

Nearly all of the 257 Best Practices recommendations identified during this review have now been implemented, including the appointment of a chief financial officer and internal auditor; the development and implementation of a new state-of-the-art electronic financial and project management system; and improvements to internal communications, budgeting and accounting procedures. As the Best Practices recommendations become fully operational, SCAG will continue to monitor its progress and examine its performance against industry standards.

By taking a hard look at itself and its operations, SCAG has successfully devel-

oped long-term strategies and solutions that will enhance the way the agency helps the region meet its planning needs now and in the future.

In addition to SCAG's ongoing efforts to improve its practices, the agency also has been reconsidering the cost effectiveness of some of its communications vehicles, such as its annual report. To minimize costs, SCAG produced the 2002 Annual Report entirely in-house. And by choosing a modest grade of recycled paper and forgoing special printing processes typical of annual reports, SCAG was able to further reduce expenses.

The result is an annual report that cost half as much as previous reports, yet looks attractive, thanks to inspired design and the liberal use of full-page color photographs. The cost-conscious production of the 2002 Annual Report is an example of how SCAG is striving to make the most of its resources.

UNAUDITED

FY 2001-2002 budget

SUMMARY

REVENUE SOURCES

	Amount(\$)	in millions
Federal	\$29.407	
State	1.905	
Local	3.670	
General Fund	1.651	
TOTAL REVENUES	\$36.633	

EXPENDITURES

Contractual Services	\$15.661
Salaries and Fringe	10.036
Indirect Costs	10.519
All Other Expenditures	0.665
TOTAL EXPENDITURES	\$36.881
Excess Expenditures Over Revenues	-0.248
FUND BALANCE, BEGINNING OF YEAR	1.675
FUND BALANCE, END OF YEAR	1.427

* The financial information included herein is unaudited, includes some estimates and is subject to change. When the annual general purpose financial statements from the independent auditors report are available, a copy of the annual audited financial statements may be obtained by contacting Bert Becker, CFO, at (213) 236-1960 or by email at becker@scag.ca.gov.

www.scag.ca.gov.

**AN INVALUABLE RESOURCE FOR
REGIONAL PLANNING AND POLICY INFORMATION
AND TOOLS, WHITE PAPERS, INTERACTIVE
ATLASES AND MAPS, CENSUS DATA
AND MORE.**



connecting

WITH SCAG

www.scag.ca.gov



Regional Vision Newsletter

The Southern California Association of Governments encourages dialogue, inquiries and active participation from the regional community. To foster these communications, SCAG produces **Regional Vision**, a quarterly newsletter that highlights the progress of its activities and initiatives throughout Southern California, and includes feature stories, news articles, and updates about subregional agencies' efforts to enhance one of the most dynamic and diverse regions in the country.

SCAG Online – www.scag.ca.gov

SCAG's Web site serves as an important connective tool between the agency and the public. This exciting, interactive site provides detailed information about SCAG and its subregions; policy committees' meeting agendas; programs such as growth visioning and livable communities; and upcoming conferences, programs and workshops.

The SCAG Web site also has valuable planning and policy tools and resources available to the public, such as:

- **State of the Region** report (a "report card" of how the region is faring in comparison to previous years and as compared to other major metropolitan areas);
- **State of the Commute** report (a periodic survey of commuter patterns and attitudes);

- **The New Economy and Jobs/Housing Balance in Southern California** report; and

- **2001 Regional Transportation Plan: Community Link21** (SCAG's comprehensive 25-year planning document).

The site was redesigned for easier navigation and usability and to comply with Section 508 requirements for disabled users. Enhancements to the site include an improved interactive calendar, search engine, site map, help page, user feedback/public participation form, and improved content using GIS technology to make Census, SCAG Interactive Atlas, and Park and Ride Lot data more accessible.



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